

Frequently Asked Questions

Truck and Bus Regulation

Topic: PM Filter Phase-in Option and Credits

Last Updated: January 30, 2012

This summary describes the PM Filter Phase-in Option for heavier vehicles and credits that can delay compliance for some vehicles in the fleet until 2017. The regulation does not apply to state and local government vehicles, solid waste collection trucks, drayage trucks that transport marine cargo, and public transit buses because they are already subject to other regulations. This compliance and credits do not apply to school buses.

What is the PM filter Phase-in Option?

The PM filter phase-in option allows fleets to decide which heavier vehicles to retrofit or replace to meet an annual PM filter percentage requirement from January 1, 2012 to January 1, 2016, and defers all truck replacements until January 1, 2020, or later. Beginning January 1, 2020, all trucks and buses will need to be upgraded to 2010 model year engines according to the engine model year schedule for heavier trucks.

What is the compliance schedule for the PM Filter Phase-in Option?

Fleets owners must be able to meet PM filter percentage requirements, shown in the table below, for the fleet of heavier trucks that operate in California. This option counts both PM filter retrofits and PM filters that come as standard equipment (2007 model year and newer engines) towards compliance.

Phase-In Option for Heavier Trucks	
Compliance Date	Vehicles with PM Filters
January 1, 2012	30%
January 1, 2013	60%
January 1, 2014	90%
January 1, 2015	90%
January 1, 2016	100%

For example, if a fleet of 10 trucks has one truck equipped with a PM filter retrofit and two trucks already have 2007 model year or newer engines, then three of the 10 trucks (or 30%) have PM filters and the fleet meets the compliance requirement for January 1, 2012. Beginning January 1, 2020, all heavier trucks and buses will need to be upgraded to 2010 model year engines according to the engine model year schedule for heavier trucks. Note that no truck replacements are required prior to January 1, 2020 regardless of engine model year.

When must I report to use the PM Filter Phase-in Option?

Fleet owners must opt-in by March 30, 2012, and report information about all vehicles in the existing fleet as it existed January 1, 2012. Owners must report changes to the fleet of vehicles as they occur and must report by January 31, each year until the owner demonstrates that all vehicles are equipped with PM filters.

Are there any credits or extensions I can use with the PM Filter Phase-in Option?

Yes, there are credits that reduce the PM filter compliance requirements for downsizing the fleet compared to 2006, for early addition of PM retrofits, for adding newer vehicles that are originally equipped with PM filters, for adding fuel-efficient hybrid vehicles, or alternative fueled engines to the fleet. These credits are described briefly below and cannot be used to with the engine model year schedule.

What is the credit for downsizing the fleet?

If you have fewer heavier vehicles in the compliance year compared to 2006, you can get PM filter credits until January 1, 2016. The credit allows you to subtract the percentage your fleet has been downsized from the compliance requirement. For example, if you have 25 percent fewer heavier trucks in your fleet

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than were registered on October 1, 2006, then you can subtract 25 percent from the annual PM filter requirement. For example, if the compliance requirement for the year is 30 percent PM filters, the fleet can subtract 25 percent and comply by demonstrating that 5 percent ($30\% - 25\% = 5\%$) of the existing fleet has PM filters. The credit is calculated each year and can change. You must report information about the heavier vehicles that operated in California and were registered in your fleet in 2006 to get the credit.

What is the credit for adding PM filter retrofits early?

For each PM filter retrofit that was in your fleet on July 1, 2011, you can get a PM filter credit that delays compliance for another truck until January 1, 2017. You can also get the same credit if you ordered a PM filter retrofit before May 1, 2011 and installed it before October 1, 2011. You must report information about these early PM filter retrofits by March 30, 2012 along with your fleet information.

What is the credit for adding newer vehicles that are originally equipped with PM filters?

Fleets that added 2007 model year and newer engines before January 1, 2012 can get PM filter credits if the average age of the fleet is newer than it was on October 1, 2006. The credit is calculated as a percentage and is equal to 5% multiplied by the difference in fleet age compared to October 1, 2006. The credit cannot be higher than the percentage of the fleet that has PM filters as standard equipment. For example, if the average fleet age is reduced from 12.2 years to 10 years old, the fleet is 2.2 years younger and the credit is equal to $2.2 * 5\% = 11\%$. This credit is recalculated each year and can go down, but cannot be higher than established on January 1, 2012. You have until March 30, 2012, to report information about the vehicles that operated in California and were registered in your fleet in 2006 to get the credit.

What is the credit for adding cleaner vehicles?

If you add a heavier vehicle that meets the definition of a fuel efficient hybrid, or one that has an alternative fueled engine at any time, you can get a PM filter credit that counts toward the percentage requirements of the PM filter phase-in option until January 1, 2017. You can also get a credit if you added similar lighter vehicles before July 1, 2011. You can earn additional credits by adding more clean vehicles each year. Heavier alternative fueled vehicles count when determining if your fleet has downsized to avoid double counting.

How does public funding affect credits and compliance?

PM filter retrofits or PM filters on newer trucks that were partially paid for with public funds cannot count towards compliance during the funding contract period if the funding contract terms do not allow it but will count when the contract period ends. Similarly, credits for actions taken before 2012 cannot be earned if the funding contract was still in effect on the credit deadline date.

I can take advantage of multiple credits, how do I determine compliance?

The Fleet Calculator is an Excel spreadsheet that you can use on your own computer to help you evaluate various compliance strategies to comply with the Truck and Bus Regulation from now until 2023. You can input the engine model year of each truck, and identify actions to comply for each calendar year. The calculator automatically determines compliance with the engine model year schedule and nearly all compliance options, including credits, and special provisions.

Where can I get more information?

Fact sheets, compliance tools and regulatory documents are available at www.arb.ca.gov/dieseltruck or by calling ARB's diesel hotline at (866) 6DIESEL (634-3735)

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